THE VICE-CHAIRMAN (SHRI JAGESH DESAI): You p'ease convey the feelings.... *(Interruptions)...*

SHRI SUKOMAL SEN (West Bengal); Government's conduct is mysterious.

... (Interruptions! ...

SHRI M. M. JACOB; Mr. Sukomal Sen, I will certainly convey the anxiety and feeling to the concerned people immediately.

... (Interruptions!...

श्री मीर्जा इर्शाद बेग (गुजरात) : यह 50 कापी जो रखी गई है, इनमें एक भी कापी हिन्दी की अवलेबल नहीं है । यह तो राजभाषा के साथ अन्याय है ।

श्री सुरेन्द्रजीत सिंह अहलुवालिया (बिहार) : हिन्दी की प्रतियां जरूर होनी चाहियें । उसके पहले इस पर कोई डिसकशन नहीं होगा ।

डा० रत्नाकर पांडेय (उत्तर प्रदेश) : हिन्दी अंग्रेजी दोनों साथ रखी जानी चाहियें । जब तक हिन्दी की प्रति नहीं आयेंगी, सदन में चर्चा नहीं हो सकती । हिन्दी की प्रति उपलब्ध कराई जायें ।

श्री मीर्जा इर्शाद बेग : जब तक हिन्दी में प्रति नहीं आयेंगी, हम चर्चा नहीं होने देंगे ।

डा० अबरार अहमद खान (राजस्थान): हिन्दी में कापी दिलाई जाय, उसके बाद चर्चा होगी ।

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): I will convey the feelings of the House.. . (Interruptions) ■.. I will convey your strong feelings and no_w I want the Minister to convey the feelings of this House that copies have not been given t_0 them and, as such, efforts should be made to supply th_e copies to them. They should also say why they have not been able to supply the copies... *(Interruptions']* _____ Now, Mr Madhavrao Scindia. ... *(Interruptions)* ...

THE VICE-CHAIRMAN (SHRI JAGESH DESAI); Order, Order, please. Mr. Minister, how much time will you take?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS SHRI MADHAVRAO SCINDIA): Five minutes.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI); Fifteen minutes.

I. RESOLUTION APPROVING THE, RECOMMENDATIONS MADE IN PARAGRAPHS 9 TO 13 OF THE THIRTEENTH REPORT OF RAIL WAY CONVENTION COMft^TTEE, 1985.

H. THE APPROPRIATION (RAIL-WAYS) BILL, 1989.

HI. THEl APPRPRIATION (RAH, WAYS) NO. 2 BjILL, 1989—contd. [The Deputy Chairman in the Chair]

SHRI MADHAVRAO SCINDIA: Madam Deputy Chairman... *(Interruptions)* ...

THE DEPUTY CHAIRMAN: The Minister is replying. Why are you pulling the chain? Let us go ahead.

SHRI MADHAVRAO SCINDIA: Madam Deputy Chairman, I would like to thank the honourable Members for their participation in the discussion on the Grants. In the past few days, both in the Rajya Sabha and the Lok Sabha, we have had many hours of very useful discussion, and the Indian Railways will un. doubtedly be benefit-id by the advice and suggestions that have been offered by the honourable Members. I would like to thank the honourable Members for the generous support that has been given in making a forceful plea to the Planning Commission for greater allocations to the Railway Ministry and a larger railway plan. We too

have been striving in this direction, though we fully understand that with the limitation of resources the Planning Commission and the Finance Mnistry are doing their best for the railways and giging it all the priority that is necessary.

Madam, I would not like to go into detailed suggestions, specific suggestions for certain areas or description of certain inmidents: We have certainly taken note of the detailed requirements of each area and we will be certainly reflecting very seriously on them.

As broad policy issues and priorities have also been very clearly enumerated in both the budget speech and in my replies to both the Houses, I do not think it would be a very fruitful exercise to take the time of the House once again on reiterating, repeating and re.emphasizing the broad policy objectives which all the honourable Members are well versed with by now. So I will just mention a few points that have been raised by honourable Members and offer explanations and also inform Members as to what we propose to do about certain suggestions that have been made. Mr. Satya Prakash Malaviya talked about the fact that we seemed to be complacent and self-satisfied about our performance in the area of railway safety. I think that if the hon. member would take the trouble of going through my Budget speech last year and my replies both in the Lok Sabha and the Rajya Sabha this year. I have very clearly stated, after describing the improvement in the railway safety performance, that we have no intention of taking refuge behind the figures nor do we have any intention to allow complacency to creep in nor are we satisfied with our performance. Though there has been significant improvement we feel that there is scope to continually improve in this field, and we will continue to strive towards that objective. How-iver I would just like to repeat that in the first three years of the Seventh Pian tiiere has been a decline of approximately 32 per cent in the number 01 railway accidents, and in the fourtii year of the Plan too in the first ten months compared to the first ten months of the previous year which had the lowest record, we have further improved by approximately 11 or 12 percent. It would also be of interest for the House to know that of the total number of accidents that took place on the Indian Railways in 1987-88, only 10 accidents resulted in fatalities, and in 1988.89 from April to February only 7, accidents on the Indian Railways have resulted in fatalities. So, it is our effort to reduce the number of accidents and within that exercise to concentrate specially on passenger movement and passenger and mail and express trains so that the loss of human life is minimised to the greatest extent possible.

Shri Malaviyaji also mentioned about level crossing accidents, especially about unmanned level crossings. I would like to inform the hon. Member that the level-crossing accidents, if my memory serves me right, the unmanned level crossing accidents have come down to between 35 and 40 this year subject to correction. But, if you compare this with the figures abroad, it is quite astounding to know that whereas on the Indian Railways the total number of level crossing accidents, both manned and unmanned, were between 60 and 65 this year, in Japan they were as many as 651 in 1983-84, that is, the last figure available in France they were 318 and in the United States, 6,562. So, I think that with the very large railway network, T feel that the performance in the level crossing accidents has been fairly satisfactory. Again I would like to assure the House that we will further renew our efforts to improve even further in this matter also. There has been a public awareness campaign. The onus of accidents at unmanned level crossings devolves on the road user,

[Shri Madhavrao Scindia] and, therefore, we have launched a publicity campaign t_0 create an awareness in the road user when approaching and crossing an unmanned level crossing.

I would like to mention also to the hon. Member who talked about casual labour that while every year we were decasualising something like 20,000 labourers, this year you will be happy to know that we have taken action to decasualise an additional 40,000 and within the margin available, this effort will continue in the future also.

I would like to thank Malaviya Ji for the very positive and constructive participation he made in the discussion and for the encouragement that he offered us in the Railway Ministry.

Mr. Narayanasamy talked about renewal of tracks, that we had achieved only 46 per cent of the target set for the Seventh Plan in the fourth year of the Pian. I think there must be some confusion in the figures because our target this year is going to be 3.&50 kilometres, which means, against the target of between 19,000 and 21,000 kilometres for the Seventh Five-Year Plan we will have achieved something like 19,400 kilometres. So, we have achieved our target. And in the first lour years of the Seventh Plan we have not only achieved our target, but, in fact, in most of the years we have gone pasj the target.

Shri Asis Sen was once again critical of the rise in freight rates. I would like to assure him that it is our effort to keep the rise in tariffs and fares to as low a figure as possible, but we have to ensure that the financial health of the Railways is ensured. The rise in input costs has been as much as 13 pe_r cent every year in the last three years, whereas the rise in fares and freights has been to the extent of only eight per cent. Therefore, as much as 38 per cent of the total rise in input costs has been absorbed by the Indian Railways. It is only the balance, which has been carried forward on to the rail users. A very large chunk has been absorbed. We have also got to raise fares and freights from year to year so as to ensure that the size of our plan remains adequate.

On the one hand hon. Members criticise us for raising freight tariffs this year, and on the other hand they criticise us for not giving adequate allocations to railway projects. You cannot have the cake and eat it too. Either you criticise us for raising the freight rates or don't criticise us for not giving the allocations. On the other hand, if you expect allocations, then certainly we will have to provide for an adequate plan. And to provide for that, we will have to raise the freight rates and passenger rates occasionally. I can understand the criticism if we had passed on the entire input cost to the railway users. But as much as 38 per cent has been absorbed by the Indian Railways. I think this has been a performance for which the railway staff and the railway officers are worthy of appreciation.

Freight equalisation was also mentioned. This is dealt with by the concerned Ministries in consultation with the Ministry of Finance. It does not come within the realm of the Railway decision-making. So, 1 think this suggestion will have to be offered t*> my colleagues sitting in my close proximity.

The Calcutta Metro project was talked about. As hon. Members know, there are still about 10 or 11 critical plots of land that have to be handed ove_r t_0 us before w_e complete this project. I have time and again repeated that the moment that land is handed-over to us, within 33 months we will complete the Calcutta Metro project. It is not due to lack of resources that the project is proceeding; at a tardy pace. It is only because we have not received the land. I have addressed as many as fourteen letters to the hon. Chief Minister of Bengal, but as yet there is no satisfactory

action. Maybe, he has his problems also. There are legal problems and there are other hurdles. I can understand he must be having problems too, but until the State Government hands that land over, there is very little we can do to progress this project speedily.

SHRl ASHIS SEN: You are talking about the circular railway or the metro railway.

SHRI MADHAVRAO SCINDIA: I am talking of the metro railway.

SHRI ASHIS SEN: The problem was about the circular railway.

SHRI MADHAVRAO SCINDIA: I am coming to that. As far as the circular railway project is concerned, 6.00 P.M. in February this year, after much pursuit with the State Government—again I am not trying to be critical of the State Government—maybe, they had their own problems—there are many problems in clearing and evicting the encroachers—I can understand all that but the fact remains I have addressed many letters to the State Governments, we were able to get a strip of land. As far as evictions are concerned and acquisition an,j handing over of land is concerned, we are totally relying on the State Government whichever party maybe in power in that particular State. But in February this year after a long pursuit with the State Government We were able to get a strip Of land along the alignment vacated from encroachment. But even now the encroachers outside the strip are continuously interfering with bur work and intimidating contractors which greatly affects the progress. UnfortunateV the State Government is not able to control this intimidatory activity. I can assure the House if the State Government could play a rightful role in being effective in this reeard we would commission this project within a period of six months. But our contractors and our workers are constantly harassed.

SHRI SUKOMAL SEN: How much money has been spent so far?

SHRI MADHAVRAO SCINDIA: How much money I spend is niy business. You are concerned with whether I complete the project or not. I have told you that if you allow us to work in an unhampered fashion and if you are effective in protecting us from the illegal activities of the encroachers who have been evicted, we will be able to complete this project within six .months. But this assumes "unhampered work" which is a condition which is not present at the present juncture,

SHRI SUKOMAL SEN: I am on a point of order, Madam. Suppose the eviction is completely done, is he prepared to spend the required amount to complete the project? He is blaming the State Government that it is interfering.

SHRi MADHAVRAO SCINDIA: I am just stating the facts.

SHRI MIRZA IRSHADBAIG (Gujarat): He is assuring the House that he will complete the project within six months. What more do you want?

SHRI SUKOMAL SEN: You do not know anything. Please sit down.

SHRI MIRZA IRSHADBAIG: The Minister is assuring the House. First you solve your problem.

SHRi SUKOMAL SEN: It is not a question of spending money. Even if there is full eviction he cannot spend the money and he cannot complete the project.

THE DEPUTY CHAIRMAN: Shall I tell you one thing? if anybody has to complete some project he has to spend money. He cannot do without it. If he is willing to complete the project he will have to spend it. He cannot do it freely.

SHRI MADHAVRAO SCINDIA: Madam, once again I would like to repeat that it is not the business of Mr. Sukomal Sen to talk about money. That is my business.

SHRI SUKOMAL SEN: You provide the money so that the project is completed.

SHRI MADHAVRAO SCINDIA; You are not prepared t_0 listen to me. You are concerned whether the circular railway project i_s completed or not. I am tel:ing you that I will complete it within six months if you allow us to work in an unhampered fashion. Now, whether I give Rs. 1 crore or Rs. 100 crores or Rs. 200 crores what difference does it make? You are concerned with whether the project is completed or not.

SHRI SUKOMAL SEN: That is all right.

THE DEPUTY CHAIRMAN: Assurance on both the sides.

SHRi SUKOMAL SEN: Yes.

SHRI MADHAVRAO SCINDIA; Dr. N. T. Reddy talked about punctuality,. I am happy to state that on mail and express trains we are running at a punctuality $_0$f 86 per cent and this is in spite of the alarm chain pullings, hose-pipe disconnections, rail roko, rail agitations and as I mentioned earlier in the House also the graph of the rail agitations and rail rokos is steeply rising as we are coming closer and closer to the elections.

THE DEPUTY CHAIRMAN: Same i_s with the House.

SHRI MADHAVRAO SCINDIA: Madam, as much as 16 per cent of late train arrivals and late running of trains is due to hose-pipe disconnections, alarm chain pulling and rail rokos and rai agitations. I would appeal once again to the House and 1 have repeatedly stated in this House at least on the issues that do not concern the Railways, the hon. Members should try to desist from encouraging rail roko agitations because it ends up in a very great national loss. For instance, we have estimated in freight movement because of frequent bandhs in Assam area, essential commodities like petroleum products, cement, steel and foodgrains have suffered greatly. The position was particularly bad in February this year when many trains had to be cancelled and we have calculated the total number of wagon days lost is as much as 50,000. In Kanpur we roughly estimate that the nation has lost as much as Rs. 5—6 crores. So it is a very great national loss. It creates tremendous problems to the public distribution system. I am glad to sa_v that in $spit_e$ of the most trying circumstances, the railways during the day are still running the trains in the North-East so that essential commodities reach our bre-thern in the North-Eastern parts of the country and they are doing so at great risk to themselves and I would like to take this opportunity to express on m_v behalf, on behalf of my Deputy Minister and the Railway Ministry our great appreciation for the very sincere, devoted and dedicated work at great risk which the railway staff is performing in many difficult areas in this country, sometimes in Punjab and nowadays in the north-eastern areas. Our staff has been kidnapped some of them have been murdered, some of them have been killed and yet they ar_e doing their utmost to ensure that essential commodities keep reaching the north-eastern areas so that the common man is not put to inconvenience and trouble.

THE DEPUTY CHAIRMAN: Now, we have another Bill before us.

SHRI MADHAVRAO SCINDIA; Yes, Madam.

THE DEPUTY CHAIRMAN: He is talking about delays. So, I have to tell him about our delay.

SHRI MADHAVRAO SCINDIA: No, I said five minutes but your predecessor the Vice-Chairman, in the Chair, insisted that I should speak for 15 minutes, I do not mind terminating. *{Interruption).* Mr. Aladi Aruna talker about the G.T. route electrification. We should complete if- by the financial y[ear] 1990-91. We are giving it great priority. The priorities are assigned as per the density of traffic in those areas, and as per that, this has now acquired a priority, I mean this and the Bombay-Howrah route. Mr. Virumbi, talked about phasing out of steam locomotives which we are doing a* a very rapid pace. I would like to assure him that there will be no retrenchment of staff. I mean the staff will be totally redeployed [anci no] one will lose hi$_s$ J°b because of steam phasing out. ,\s far as Madras Rapid Transit System is crncerned, recently we have had a dialopu$_e$ with the Chief Minister $_0$f Tamil Nadu and with the Transport Minister and I am glad to sav that finally, at long last, there is a reahsation all over the country that metropolitan transport projects being So capital-intensive, it i$_s$ essential that a joint and consortium approach is adopted so that the$_v$ can be effectively tackled and expedited and the Chief Minister and th$_e$ Transport Minister have for the first time, reacted in what we are interpreting as some sort of a positive manner just like the Maharashtra Government. In fact, the Maharashtra schemes are being implemented very speedily and I hope, this will lead to a ver$_v$ positive collaboration i$_n$ effectively expediting the metropolitan transport system in Msdras and in the South.

SHRI T. R. BALU: I want to know whether it would be complete within the target time, that is 1990.

SHRi MADHAVRAO SCINDIA: I have onlv two more things to mention. One is that the House will be happy to know that Chitranjan Locomotives was targeted to produce 99 locomotives this $_v$ear. I know that you are very interested in criket Madam and so am I. We have urged them on to make a century and the staff has really put in a great effort and they have assured me that they will be producing 100 locomotives this year which is 33 and l/3rd per cen^ more than what they produced last year, i think this is an effort which should be greatly appreciated by the hon. Members. Lastly, we are trying our best—somebody talked about the time taken by the Rajdhani Express, by June or July, we will probably be in a position to restore the Rajdhani Express to a speed of 130 kms per hour so that the time taken between De'hi and Howrah and Delhi and Bombay is considerably reduced. I would again like to thank you, Madam, for your indulgence. I have tried your patience but I thought that I should answer some of the queries that have been raised by the hon. Members and I would once again like to thank the hon. Members for the very constructive suggestions made and for the advice offered. I would like to assure that we will scrupulously try and adhere to the advice they have eive$_n$ and try and rise to the expectation pf the hon. Members and to the neople of this country. Thank you.

THE DEPUTY CHAIRMAN: Now, we will take up the Budget (Punjab) *{Interruptions).* \ thought he got everything done. *(Interruptions).*

SHRI ALADI ARUNA alia? V. ARUNACHALAM: You were going urgently.

THE DEPUTY CHAIRMAN: Yes. I am not even stopping at the proper station.

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B. K. GADHVD: Then all his efforts would become waste.

THE DEPUTY CHAIRMAN: We ware delayed. So I thought we can skir> one station.

SHRI MADHAVRAO SCTNDTA: You missed many stations. *(Interruptions).*

THE DEPUTY CHAIRMAN: I missed one station Of pulling the chain also. *(.Interruptions).* I shall first put the Resolution to vote.

The question is:

"That this House approves the recommendations made in paragraphs 9 to 12 contained in the Thirteenth Report of Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Raiway finance and General finance which was presented to the Parliament on the 22nd February, 1989."

The motion was adopted.

THE DEPUTY CHAIRMAN: I shall now put the motion regarding consideration of the Appropriation (Railways) Bill, 1989 to vote.

The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1989-90 for the purposes of Railways, as passed by the Lok Sabha be taken into consideration."

The motion *was adopted.*

THE DEPUTY CHAIRMAN: I shall now take up the clause-by-clause consideration of the Bill.

Clauses 1 and 3 *and the Schedule were added to the Bill.*

Clause 1, *the Enacting Formula and* the Title *were addtd to the Bill.*

SHRI MADHAVRAO SCINDIA: Madam, i beg to move:

"That the Bill be returned."

The *question was put and the motion was adopted.*

THE DEPUTY CHAIRMAN: I shall now put the motion regarding considerate n of the Appropriation (Railways) No. 2 Bill, 1989 to vote.

The question is:

"That the Bill to authorise pay ment and appropriation Of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1988-89 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up the clause-by-clause consideration of the Bill.

Clauses 2 *and* 3 *and the Schedule were added to the Bill.*

Clause 1(*the Enacting Formula and the Titl*$_e$ *were added to the Bill.*

SHRI MADHAVRAO SCINDIA: Madam, I beg to move:

"That the Bill be returned." *The question was put and the motion loas adopted.*

I. BUDGET (PUNJAB), 1989-90.

H. PUNJAB APPROPRIATION (VOTE ON ACCOUNT) BILL, 1989.

III. PUNJAB APPROPRIATION BILL, 1989.

THE DEPUTY CHAIRMAN: Now, we take up the Budget (Punjab), 1989-90, the Punjab Appropriation (Vote on Account) Bill 1989 and the Punjab Appropriation Bill, 1989. *(Interruptions)*

SHRI M. S. GURUPADASWAMY (Karnataka): Madam, please look at the order paper. It is for two days. Thi$_s$ can be taken up tomorrow.

THE DEPUTY CHAIRMAN: I understand that it is very late. *(Interruptions)*

SHRi M. S. GURUPADASWAMY: It is already late. I think it can be taken up tomorrow. It cannot be finished today.